

Conclusions

Continued from page 3

6.

Thirty-year needs exceed \$20 billion—the forum queried all levels of transportation jurisdictions. The report identified a total of more than \$20 billion of capital improvements needed for Idaho’s transportation infrastructure.
7.

The expected shortfall is greater than \$200 million per year—while the recently established GARVEE bonding program will accelerate construction of some projects statewide, GARVEE does not address the substantial annual funding shortfall that is predicted for the next 30 years.
8.

Public transportation should be addressed—Idaho remains one of six states
9.

Revenue structure will not meet needs—the forum found that no single revenue stream could be counted on to adequately address both state and local needs. In fact, the forum’s analysis found that multiple sources would be necessary to even come close to meeting funding requirements.
10.

Freight movement is important—freight growth across the nation will double in the next 20 years, with 88 percent of all commerce in commodities involving trucks on our highways.
11.

Funding challenges require innovative solutions—the forum concluded that

without a dedicated state revenue stream to support transit projects.

12.

Idaho must prepare for transition to alternative fuels—the advent of hybrid-fueled vehicles, as well as other new technologies, will diminish the taxes collected on fossil fuels.

Forum information available on web site

Information from the forum is available on line (itd.idaho.gov).

Members wishing help in giving a talk about the forum can download a PowerPoint presentation from the forum site. Civic groups seeking a presentation on the forum’s findings can e-mail ITD through the web site to request a speaker.



Idaho Transportation Department  
PO Box 7129  
Boise, ID 83707-1129

First Class Mail  
U.S. Postage  
PAID  
Boise, ID  
Permit #679



April 2006

Forum makes recommendations to transportation board

The Forum on Transportation Investment (FTI) made 14 recommendations to shape Idaho’s future to the transportation board in January.

FTI Chair Jim Kempton told the transportation board of the extensive work of the forum, how consensus was reached by its members and elaborated on the 14 recommendations.

“It has been a pleasure and a privilege to work with the Forum on Transportation Investment members over the last year and a half,” Kempton told the transportation board.

“My personal thanks to all the forum members for making this such a positive experience and for creat-

ing a product we all can view with pride.”

Idaho Transportation Board Chairman Chuck Winder thanked Kempton, Vice Chair and Nampa Mayor Tom Dale and the forum members for their commitment to Idaho and transportation.

“The leadership that you and Mayor Tom Dale provided as co-chairs was commendable,” Winder said.

“Your oversight was instrumental in the successful completion of the forum’s mission - to grasp the tremendous surface transportation needs of the state and to provide recommendations to address these challenges.”

Forum’s next step is statewide meetings

Six meetings will be held across the state to gather public input on the forum’s recommendations for funding transportation and learn about regional transportation needs as the next steps in the FTI process.

The meetings will begin with a 30-minute presentation on the forum’s findings and recommendations. The transportation board will then ask audience members to provide comments about the forum’s recommendations as well as transportation needs in their region. A question-and-answer period will follow.

“It’s important that the public and elected officials have an opportunity to learn about the forum’s work and add its thoughts to the recommendations,” Transportation Board Chairman Chuck Winder said. “We encourage forum members and their constituents to attend.” Winder added that the meetings are a crucial step in developing funding proposals to build and maintain Idaho’s transportation infrastructure.

Written comments can be submitted to Gwen Smith, Public Involvement Coordinator, P.O. Box 7129, Boise, ID 83707-1129. Meeting will be held as follows:

- April 19, Lewiston, Red Lion Hotel, 2 p.m.

• May 17, Twin Falls

• June 22, Idaho Falls
- July 19, Coeur d’Alene

• August 16, Boise

• September 20, Pocatello

14 recommendations made to improve state transportation system

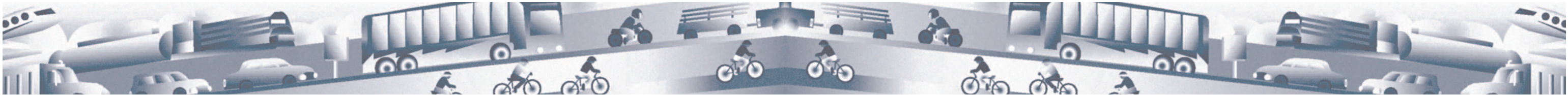
The forum made 14 recommendations to shape revenue, policies, and investments for Idaho’s surface transportation system.

The 14 recommendations the forum derived from 12 conclusions covering a range of policy and funding options.

The recommendations are grouped into three general categories:

- New and revised policies that will facilitate future improvement strategies.
- Policy/revenue options that will support diverse transportation needs.

Continued on page 2



## Recommendations

Continued from page 1

- Revenue actions that include a variety of methods to increase revenue.  
The following recommendations are divided into three categories: Policy, Policy/Revenue and Revenue depending on their nature and application.

### Policy recommendations

- **P-1** Integrate land use and transportation planning at all levels—state/regional/local.
- **P-2** Provide opportunities for user-fee based systems (toll roads/high occupancy toll (HOT) lanes, congestion pricing, etc.).
- **P-3** Promote partnership opportunities (private/public, public/public, etc.) and remove legal barriers whenever possible.
- **P-4** Pursue future revenue opportunities and sources by transitioning from traditional revenue generating sources (fuel tax/other) to other methodologies (BTU tax, VMT tax, etc.).

- **P-5** Update the analytic Idaho Highway Needs Assessment Study approximately every 10 years.

### Policy/revenue recommendations

- **P/R-1** Acknowledge that public transportation should be an integral part of Idaho's transportation system by dedicating revenue mechanisms to address public transportation issues.
- **P/R-2** Achieve improved freight mobility by encouraging truck/rail/port/air infrastructure investments and efficiencies.
- **P/R-3** Provide local option taxing authority for transportation-related initiatives.
- **P/R-4** Establish index strategies for fuel taxes, vehicle registrations, and other transportation-related taxes and/or fees.
- **P/R-5** Create a rental car fee to generate revenue for transportation initiatives.
- **P/R-6** Assess new growth and development impact fees for transportation facilities and distribute to all transportation jurisdictions within the stated area of impact.

dictions within the stated area of impact.

### Revenue recommendations

Idaho should increase revenue to the Highway Distribution Account by:

- **R-1** Increasing all fuel tax and all vehicle registration fees as soon as possible.
- **R-2** Increasing motor vehicle-imposed fees to cover the cost of providing the services.
- **R-3** Eliminating or replacing the revenue impact of alternative fuels tax exemptions (e.g., ethanol, bio-diesel, hydrogen, or electric fuels).

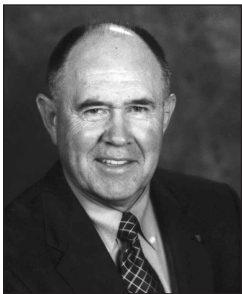
The recommendations above are a menu of transportation investment alternatives the forum thought reflected a variety of revenue and policy adjustments Idaho could make to address its transportation funding shortfall.

Each should be carefully considered as to its role in providing crucial funding for all modes of transportation in the state.

An important point to be made in the discussion of transportation funding projected to FY2035 is that the forum only examined the capital needs of the state and did not attempt to quantify the funding needed to operate and maintain the current and future transportation network.

Historical evidence suggests that operating and maintenance costs must be factored into the budgets of the nearly 300 jurisdictions responsible for transportation across the state.

## Transportation board grateful for forum's contributions



On behalf of the Idaho Transportation Board, I would like to thank Jim Kempton for his contribution to the citizens of Idaho on the Forum on Transportation Investment. The leadership that he and Mayor Tom Dale provided as co-chairs was commendable!

Their oversight was instrumental in the successful completion of the forum's mission: to grasp the tremendous surface transportation needs of the state and to provide recommendations to address these challenges.

I also want to thank all the members of the forum for their months of work. Your work will benefit Idaho's transportation systems for many years.

We asked for your help and

insight. All of you who participated sacrificed your time to bring this study to fruition.

The next step the transportation board will undertake is to conduct public meetings throughout the state. Six public meetings across the state will be held to gather input on the forum's recommendations and learn about local transportation needs as the next steps in the FTI process. The findings will be compiled into a document that will help formulate proposals. The dates of these meetings are in this newsletter.

The meetings will begin with a 30-minute presentation on the forum's findings and recommendations. The transportation board will then ask audience members to testify on their thoughts about the recommendations as well as transportation needs in their region. A question-and-answer period will follow.

It's important that the public and elected officials have an opportunity to learn about the forum's work and add their thoughts to the recommendations. We encourage forum members and their constituencies to attend.

The meetings are a crucial step in developing funding proposals to build and maintain Idaho's transportation infrastructure.

All of this would not have been possible if the forum members had not devoted their knowledge and enthusiasm to the effort. Again, I thank all of you for the extensive time and effort you dedicated to this important endeavor. Idahoans long into the future will owe you a debt of gratitude.

Charles L. Winder  
Chairman, Idaho Transportation Board

## Forum created to consider and recommend innovative transportation funding solutions

The Idaho Transportation Board created the Forum on Transportation Investment in the spring of 2004. The group held its first of eight meetings in September 2004. The members consisted of 57 economic leaders and transportation experts from around Idaho. Their diverse backgrounds ensured that virtually everyone in the state had representation in the group.

The forum was asked to consider innovative funding solutions to address Idaho's transportation needs for the next 30 years. The forum presented its conclusions and recommendations to the Idaho Transportation Board in January 2006.

## Conclusions are foundation for FTI recommendations

To make its recommendations, the Forum on Transportation Investment needed to agree on the challenges facing Idaho's transportation system.

The forum reached 12 conclusions describing Idaho's situation and future needs. Those conclusions were used to develop recommendations. The 12 conclusions are:

1. Continued explosive growth—Idaho's population will grow by 56 percent between 2000 and 2030, twice the national average.
2. Transportation is essential to the economy—transportation is the common denominator that ties everything together.

3. All levels of government are involved—almost 300 jurisdictions have some role in the state's transportation network.
4. The funding shortfall needs immediate resolution—in 1995, the Idaho Highway Needs Assessment Study Update noted a backlog for all jurisdictions from 1994 through 2000 of \$8.65 billion. Available revenue for that same period measured less than half of that amount.
5. Federal funding is not sufficient—Idaho must rely on its own solutions to transportation funding challenges and not have unrealistic expectations for a federal solution.

Continued on back

